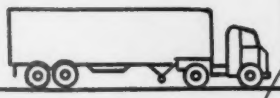

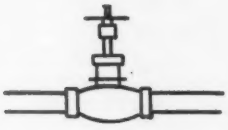

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INTERSTATE COMMERCE COMMISSION

Vol. II No. 2 - 1975

TRANSPORT ECONOMICS

Bureau of Economics

INTERSTATE COMMERCE COMMISSION

Vol. II No. 2 - 1975

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Note: This release, issued as information, has not been adopted by the Interstate Commerce Commission.

1. The price index for railroad freight:

The official Railroad Freight Price Index newly developed by Carolyn Fehd and her staff at the Bureau of Labor Statistics, in cooperation with the Commission's Bureau of Economics and Bureau of Traffic, measures monthly changes in the average price of transporting all freight, as well as selected commodity groups moved by rail.[1]

The Railroad Freight Price Index provides a major new tool to the Commission. It can be used to compare the level of freight rate increases granted by the Commission with the impact of those increases as modified by holddowns, flagouts, rate reductions and the actions of State regulatory commissions. It can also be used to "deflate" (remove the effect of price changes from) the value of railroad output in order to get a more accurate picture of the actual freight service provided by the railroads over time.

Further, the rail index might be compared with the W.P.I. to show the relative performance of railroad rates as a whole with price levels in the economy generally. When comparing the rail index with the W.P.I., however, care should be taken not to impute any causal relationship between the two. That is, the W.P.I. represents the response of producers generally to the economic forces facing them, while the rail price index shows the rail industry's response to its own unique economic forces--wages, productivity, fuel prices, technology, competition, etc.--which may be quite different from those facing other industries at any given time. Thus, an increase in one index does not "cause" or "justify" an increase in the other. This is particularly true when comparing rail rates (prices) for a specific commodity group with the wholesale prices of that commodity.

The method used to compute the rail freight index is similar to that used for the other BLS indexes. In this case, a small sample of shipments representing a cross section of rail shipments in 1969 was chosen. The applicable freight rates for the movements were confirmed in specific rate tariffs and "followed" each month thereafter to identify changes (up and down). In this method there may be a tendency for the index to slightly overstate the actual transportation costs to shippers in some instances. For example, when shippers decide to lower their transportation costs by shifting distribution patterns and/or shipping in multiple-car lots or unit trains under different tariffs at lower rates (for this different service), the rate index continues to include the rates applicable to the original movement plan. BLS plans to solve this problem, long term, by reviewing the sample from time to time and revising it as appropriate. Further, the rail price index does not, and can not, reflect changes in the quality of service. Even with these shortcomings, however, this new index is far superior to any similar measure of rail price changes now available. A more complete description of methodology may be found in the June 1975 Monthly Labor Review.[2]

In charting, the use of a semi-log scale is standard with all BLS price indexes. This scale shows more accurately the relative effects of the year-to-year changes in prices.

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[1]Inquiries and comments may be addressed to Mrs. Fehd at the Bureau of Labor Statistics, Office of Prices and Living Conditions, Washington, D.C. 20212.

[2]Carolyn S. Fehd, "Introducing Price Indexes for Railroad Freight," Monthly Labor Review, June 1975, pp. 19-24.

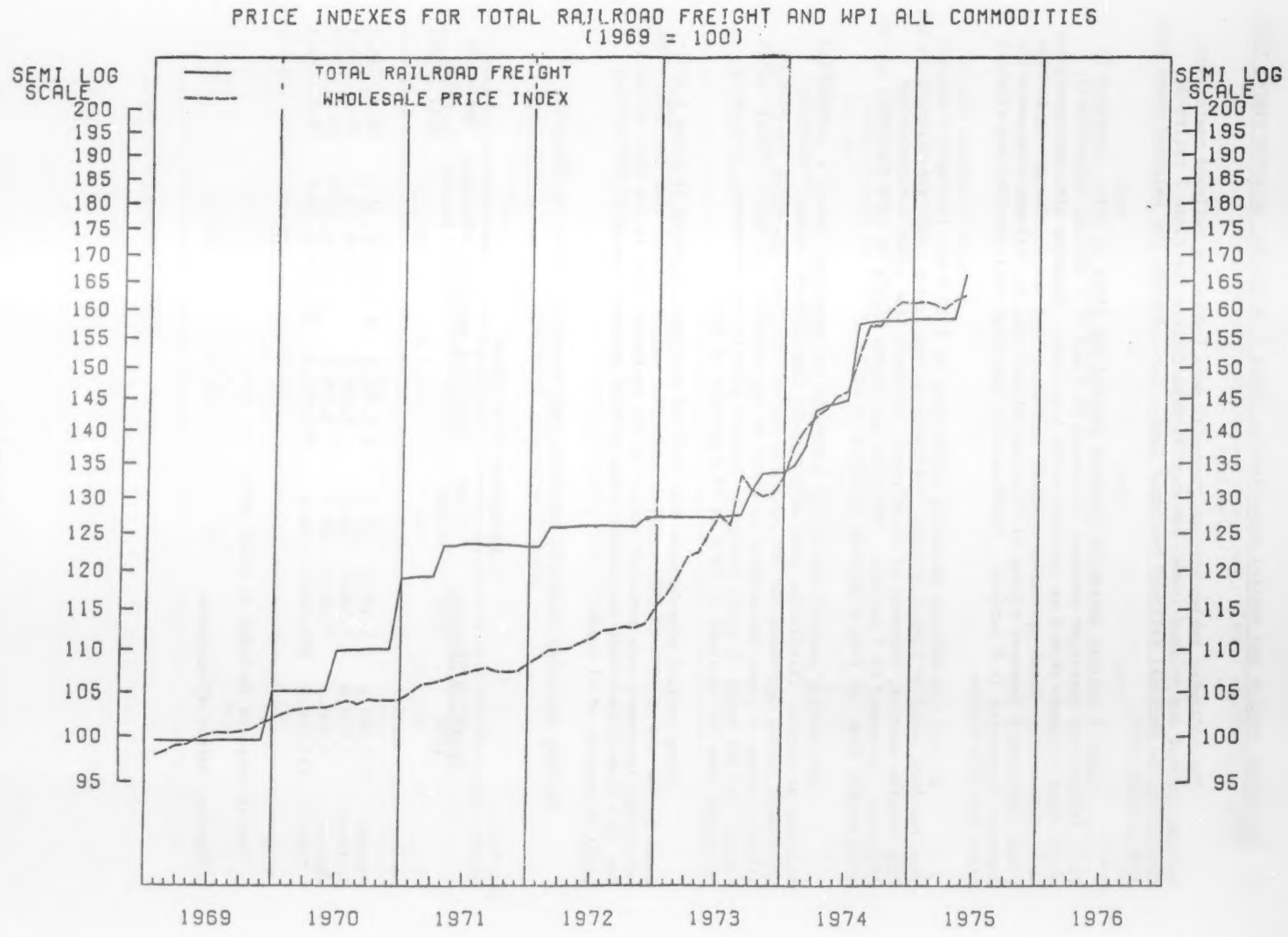
Price indexes for total railroad freight and WPI all commodities
(1969=100)

Total railroad freight

Yr.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
69.	99.50	99.50	99.50	99.50	99.50	99.50	99.60	99.60	99.60	99.60	99.60	105.20
70.	105.20	105.20	105.20	105.20	105.30	110.00	110.10	110.10	110.20	110.20	110.20	119.10
71.	119.20	119.30	119.30	123.40	123.40	123.70	123.70	123.50	123.60	123.50	123.40	123.20
72.	123.30	126.00	126.00	126.10	126.20	126.20	126.20	126.10	126.10	126.00	127.40	127.40
73.	127.40	127.40	127.40	127.40	127.40	127.40	127.60	127.70	131.10	133.60	133.80	133.80
74.	134.80	137.50	143.20	144.00	144.30	144.80	157.50	157.80	158.00	158.00	158.00	158.30
75.	158.30	158.30	158.30	158.30	166.20							

Wholesale price index

69.	97.90	98.40	99.00	99.10	99.80	100.30	100.50	100.40	100.60	100.80	101.50	102.00
70.	102.60	103.00	103.20	103.30	103.30	103.7	104.10	103.70	104.20	104.10	104.10	104.20
71.	105.00	105.00	106.10	106.40	106.90	107.30	107.60	107.90	107.50	107.40	107.50	108.40
72.	109.20	110.10	110.20	110.30	111.00	111.50	112.40	112.60	112.90	112.70	113.30	115.40
73.	116.90	119.20	121.90	122.50	125.10	127.70	126.10	133.40	131.20	130.20	130.70	133.10
74.	137.70	140.40	142.20	143.40	145.50	146.20	151.80	157.20	157.00	159.80	161.40	161.00
75.	161.30	160.80	160.00	161.60	162.50							


PRICE INDEXES FOR TOTAL RAILROAD FREIGHT AND WPI ALL COMMODITIES
(1969 = 100)
SEMI LOG SCALE
TOTAL RAILROAD FREIGHT
WHOLESALE PRICE INDEX
200
195
190
185
180
175
170
165
160
155
150
145
140
135
130
125
120
115
110
105
100
95
1969
1970
1971
1972
1973
1974
1975
1976

2. Operating results and capital expenditures, class I railroads, selected years, 1955-1974:

The following tables present financial data indicating railroad operations, working capital and related items, and capital expenditures for class I railroads (including the National Railroad Passenger Corp., i.e., Amtrak) for selected years from 1955 through 1974.

Class I railway operating revenues reached new highs in 1974. Compared to 1973, freight and passenger revenues increased 14.2 and 21.7 percent respectively, while other revenues showed an increase of 16.1 percent. Expenses also increased, but at a slower rate. Total operating expenses increased 14.0 percent due mainly to combined maintenance expenses rising 13.5 percent higher than in 1973 and transportation expenses increasing 14.9 percent. The resulting operating ratio of 78.9 was slightly below the 1973 figure.

In 1974 net railway operating income rose to $715.9 million, up 2.9 percent from the 1973 level of $695.1 million. Ordinary income, which takes into account income from outside sources, payments of fixed rents, interest, and other deductions and additions, increased 19.5 percent. The 1974 net income figure of $498.1 million was up considerably from the $436.8 million reported in 1973.

Net working capital (including materials and supplies) showed a substantial decrease as current liabilities grew more rapidly than current assets. District breakdowns posted decreases for the southern and western district, while the eastern district showed a great improvement as shown in the accompanying table. Total "quick assets" and the ratio of quick assets to current liabilities decreased. The ratio decreased from 39.9 percent in 1973 to 29.8 percent in 1974.

Gross capital expenditures for road and equipment reported by class I railroads by the end of 1974 ($1,804 million) were 25.2 percent higher than for 1973. The percentage increases were somewhat larger in the equipment than in the road category. For 1975 class I railroads anticipate gross capital expenditures of $1,073 million based on reports of 41 roads.

Railway operating revenues, expenses, and operating ratios, by district, class I railroads, 1974-1973

Aggregates in millions

	Operating revenues		Percent change	Operating expenses		Percent change	Operating ratio	
	1974	1973		1974	1973		1974	1973
Eastern	$ 5,982.1	$ 5,185.8	15.3	$ 4,703.6	$ 4,193.2	12.1	78.6	80.8
Southern	2,929.4	2,569.4	14.0	2,190.9	1,909.8	14.7	74.7	74.3
Western	8,060.2	7,083.3	13.7	6,250.1	5,505.4	13.5	77.5	77.7
Total[1]	$17,228.6	$15,040.6	14.5	$13,607.4	$11,935.9	14.0	78.9	79.3

[1]Amtrak data are included in total only.

Source: Bureau of Accounts.

Railway operating revenues and expenses, class I railroads, 1974-1973

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Aggregates in millions

Item	1974	1973	Percent change
Railway operating revenues	$17,228.6	$15,040.6	14.5
Freight revenues	15,783.7	13,817.8	14.2
Passenger revenues	539.1	442.9	21.7
All other revenues	905.8	779.9	16.1
Railway operating expenses, taxes, and rents	$16,512.7	$14,345.5	15.1
Operating expenses	13,607.4	11,935.9	14.0
Maintenance of way	2,372.7	2,053.1	15.5
Maintenance of equipment	2,916.0	2,604.5	11.9
Transportation rail-line	6,982.1	6,076.5	14.9
All other	1,336.6	1,201.8	11.2
Taxes	1,839.8	1,385.4	32.7
Equipment and facility rents	1,065.5	1,024.2	4.0
Net railway operating income	715.9	695.1	2.9
Operating ratio	78.9	79.3	-

Source: Bureau of Accounts.

Railway operating revenues and expenses, class I railroads, selected years, 1955-1974

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Aggregates in millions

Year	Total operating revenues	Freight revenues	Passenger revenues	Total operating expenses	Operating ratio
1955	$10,106	$ 8,538	$743	$ 7,646	75.6
1960	9,514	8,025	640	7,565	79.5
1965	10,208	8,836	553	7,849	76.9
1966	10,661	9,287	544	8,122	76.2
1967	10,377	9,141	485	8,211	79.1
1968	10,860	9,755	444	8,582	79.0
1969	11,423	10,320	438	9,038	79.1
1970	11,982	10,913	420	9,650	80.5
1971	12,798	11,793	381	10,237	80.0
1972	13,471	12,468	398	10,757	79.8
1973	15,041	13,818	443	11,936	79.3
1974	17,229	15,784	539	13,607	78.9

Source: Bureau of Accounts.

Net railway operating income and net income, class I railroads, selected years, 1955-1974

Millions

Year	Net railway operating income		Federal income taxes	Ordinary income[1]	Net income[2]
	Before Federal income taxes	After Federal income taxes			
1955	$1,543.8	$1,128.0	$415.8	$927.1	$ -
1960	786.9	584.0	202.9	444.6	-
1965	1,125.2	961.5	163.7	814.9	-
1966	1,236.6	1,049.2	187.4	906.4	-
1967	744.2	677.6	66.6	554.4	318.6
1968	749.1	682.8	66.3	570.1	565.5
1969	764.6	658.2	106.4	507.3	458.3
1970	575.7	487.0	88.7	229.3	79.4
1971	715.4	607.9	107.5	258.6	d 424.8
1972	796.5	682.0	114.5	338.1	243.8
1973	834.0	695.1	138.9	388.1	436.8
1974	948.8	715.9	232.9	464.1	498.1

d Deficit.

[1]Prior to 1967 ordinary income was reported as "net income after all charges (excluding extraordinary and prior period items)."

[2]Net income data not available prior to 1967.

Source: Bureau of Accounts.

Working capital as of December 31, 1974 and 1973, class I railroads

Aggregate in thousands

	1974	1973	Percent change
Current assets (total)	$ 4,597,516	$4,160,600	10.5
Cash & temporary cash investments	1,189,973	1,315,461	d 9.5
Materials and supplies	921,731	596,843	54.4
All other	2,485,812	2,248,296	10.6
Current liabilities (total)	3,990,679	3,293,158	21.2
Working capital	606,837	867,442	d 30.0
Working capital (less materials and supplies)	d 314,894	270,599	-

d Decrease.

Source: Bureau of Accounts.

"Quick assets" as of December 31, 1974 and 1973, class I railroads

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Aggregates in thousands

	Cash and temporary cash investments (quick assets)		Ratio of "quick assets" to total current liabilities	
	1974	1973	1974	1973
Amtrak	$ 9,027	$ 8,386	3.2	26.6
Eastern	515,332	437,713	35.6	33.2
Southern	225,709	284,046	33.9	53.8
Western	439,905	585,316	27.6	41.3
Total	$1,189,973	$1,315,461	29.8	39.9

Source: Bureau of Accounts

Gross capital expenditures, class I railroads, selected years, 1955-1974

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Aggregates in millions

Year	Number of roads reporting	Road	Equipment	Total
1955	126	$340.1	$ 568.3	$ 908.4
1960	106	285.6	633.5	919.1
1965	76	327.1	1,303.6	1,630.7
1966	76	398.6	1,564.4	1,963.0
1967	76	374.1	1,148.4	1,522.5
1968	77	368.6	818.7	1,187.3
1969	75	419.5	1,088.9	1,508.4
1970	72	358.3	993.1	1,351.4
1971	69	315.6	879.6	1,195.2
1972	66	402.0	873.8	1,275.8
1973	69	462.0	979.2	1,441.2
1974	69	551.2	1,252.9	1,804.1

Source: Bureau of Accounts.

Estimated gross capital expenditures for 1975, class I railroads[1]

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Thousands

	Quarter ending March 31, 1975	Quarter ending June 30, 1975	Year ending Dec. 31, 1975
Equipment	$108,595	$168,904	$ 566,823
Road	45,379	59,574	506,322
Total	153,974	228,478	1,073,145

[1]Estimates of 41 class I railroads.

Source: Bureau of Accounts.

3. Railway revenue traffic, selected years, 1955-1974:

During 1974 class I railroads carried 1.0 percent more tons of revenue freight than during 1973. Revenue ton miles increased only 0.3 percent from 851.6 billion in 1973 to 853.9 billion in 1974. As shown in the following table, increases in total revenue tons carried, freight revenue, and revenue ton miles occurred in each of the districts except the western district which showed a slight decrease of 0.9 percent in ton miles.

Passenger revenues in 1974 were up considerably from the 1973 level. The total number of revenue passengers carried by all railroads in 1974 was 7.7-percent above the number carried during 1973, and revenue passenger miles increased 11.1 percent.

The accompanying table indicates the rise in railroad freight tonnage that began in 1962, moved erratically between 1967 and 1973, and for the period shown, posted a record high in 1974. Number of passengers carried has declined from 1955 through 1973, except for slight increases in 1966 and 1969, but the number carried in 1974 increased 7.7 percent over 1973. Passenger miles steadily declined between 1955 and 1972, however, in the last two years there was an encouraging upward trend.

Revenue tons carried, ton miles, freight revenues, revenue passengers carried, passenger miles, and passenger revenues, class I railroads, years 1974-1973

Aggregates in millions

	1974	1973	Percent change	1974	1973	Percent change
	Revenue tons carried			*Revenue passengers carried		
Amtrak				18.3	17.0	7.5
Eastern	1,047.6	1,044.3	0.3	182.6	166.6	9.6
Southern	598.5	578.0	3.6	16.2	16.3	d 0.8
Western	1,025.4	1,023.4	0.2	57.1	54.6	4.6
Total	2,671.5	2,645.7	1.0	274.2	254.5	7.7
	Revenue ton miles			*Revenue passenger miles		
Amtrak				4,259	3,807	11.9
Eastern	248,553	244,895	1.5	4,190	3,762	11.4
Southern	160,816	158,046	1.7	676	573	17.9
Western	444,517	448,688	d 0.9	1,208	1,156	4.5
Total	853,886	851,629	0.3	10,333	9,298	11.1
	Freight revenues			*Passenger revenues		
Amtrak				$222.7	$167.3	33.1
Eastern	$ 5,306.1	$ 4,609.9	15.1	216.6	196.1	10.5
Southern	2,777.8	2,431.0	14.3	44.6	31.4	42.0
Western	7,699.8	6,752.8	14.0	55.2	48.1	14.8
Total	$15,783.7	$13,793.7	14.4	$539.1	$442.9	21.7

d Decrease.

*Including commutation.

Source: Bureau of Accounts, Statement 100.

Total railroad freight and passenger traffic, class I railroads, selected years, 1955-1974

Year	Revenue tons carried	Revenue ton miles	Passengers carried	Passenger miles
	Millions	*Billions*	*Millions*	*Billions*
1955	2,618.1	623.6	432.0	28.5
1960	2,291.3	572.2	325.9	21.3
1961	2,199.0	563.3	316.9	20.3
1962	2,277.6	591.7	311.2	19.8
1963	2,371.1	621.7	309.5	18.5
1964	2,439.2	655.5	306.5	18.2
1965	2,539.3	697.7	298.9	17.4
1966	2,637.6	738.3	300.4	17.1
1967	2,570.1	719.4	297.0	15.2
1968	2,596.0	744.5	295.6	13.1
1969	2,670.6	767.9	295.9	12.2
1970	2,613.6	762.5	284.0	10.8
1971	2,458.6	739.4	272.8	8.9
1972	2,543.9	777.9	261.1	8.6
1973	2,645.7	851.6	254.5	9.3
1974	2,671.5	853.9	274.2	10.3

Source: Bureau of Accounts.

4. Operating averages, freight and passenger service, class I railroads, 1974-1971:

Operating averages (indicators of operating efficiency) for class I railroads showed both gains and losses in 1974, as indicated in the following table. The 4-year data for freight operations indicate a trend toward shorter trains and heavier carloadings, along with a more recent increase in ton miles. The average daily haul decreased slightly in 1974 from 1973, and the percentage of empty cars per train showed a small increase in 1974 over 1973. The percentage of unserviceable freight locomotives declined substantially from the 1971 figure of 5.7 percent to 4.8 percent in 1974. Passenger service indicator trends show increased density per car and train, higher average speed, and decreases in unserviceable locomotives and passenger cars in 1974.

Operating averages, freight and passenger service, class I railroads, 1974-1971

Item	Calendar year			
	1974[1]	1973[1]	1972[1]	1971[1]
Total revenue ton miles - *billions*	853.9	851.8	776.9	739.4
Total revenue passenger miles - *billions*	10.3	9.3	8.6	8.9
Freight service				
Net ton miles per mile of road per day	11,679	11,729	10,518	9,846
Car miles per freight car day	54.0	54.5	53.0	50.5
Freight car miles per train mile:				
Loaded	37.4	37.8	38.0	38.4
Empty	28.0	27.8	29.2	29.5
Total	65.4	65.6	67.2	67.9
Gross ton miles per train mile[2]	3,921	3,878	3,829	3,775
Net ton miles per train mile	1,875	1,844	1,774	1,751
Net ton miles per freight car day	1,548	1,530	1,400	1,302
Net ton miles per loaded car mile	50.1	48.7	46.7	45.6
Percent loaded of freight car miles	57.2	57.7	56.5	56.5
Train miles per train hour	19.9	19.8	20.0	20.4
Gross ton miles per train hour[2]	77,909	76,725	76,458	76,996
Percent unserviceable:				
Freight locomotives[3]	4.8	4.9	4.8	5.7
Freight cars on line[3]	6.0	5.6	5.5	5.2
Passenger service				
Revenue passenger miles:				
Per train mile	160.5	153.0	140.3	128.8
Per car mile	35.3	34.2	33.3	30.5
Passenger train miles per train hour	38.2	37.6	38.3	37.1
Percent unserviceable:				
Passenger locomotives[3]	15.4	18.0	13.7	12.1
Passenger train cars[3]	17.1	17.4	15.3	9.6

[1]Includes Amtrak.
[2]Excludes locomotives and tenders.
[3]Average during year.

5. Water carriers--revenue, traffic, and average haul, 1974-1973:

Total waterline freight revenue of 73 class A and B carriers by inland and coastal waterways rose to $596.5 million in 1974, a substantial increase of 27.3 percent from the $468.5 million reported for 1973. Carriers operating on the Mississippi River System accounted for 54.1 percent of the total freight revenue, 73.1 percent of the tonnage, and 74.1 percent of revenue ton miles. The intercoastal group showed an increase of 28.8 percent in freight revenue, but a 2.6 and 10.6 percent decline in tons and ton miles from the same period.

Operating statistics, class A and B water carriers, 1974 and 1973*

- - -

Thousands

	1974	1973	Percent change	1974	1973	Percent change
	Freight revenue			Tons of revenue freight carried		
Atlantic and Gulf Coast	$ 22,993	$ 18,763	22.5	3,616	3,832	d 5.6
Great Lakes	39,444	29,921	31.8	18,523	18,450	0.4
Mississippi River and tributaries	322,588	230,725	39.8	116,785	116,182	0.5
Pacific Coast	44,415	59,423	d 25.3	17,606	17,109	2.9
Intercoastal	167,044	129,707	28.8	3,239	3,327	d 2.6
Total	$596,484	$468,539	27.3	159,769	158,900	0.5
	Freight revenue ton miles			Average haul (miles)		
Atlantic and Gulf Coast	1,432,083	1,453,173	d 1.5	396	379	4.5
Great Lakes	8,005,186	7,437,284	7.6	432	403	7.2
Mississippi River and tributaries	65,652,993	60,591,360	8.4	562	522	7.7
Pacific Coast	2,505,719	3,808,413	d 34.2	142	223	d 36.3
Intercoastal	11,006,779	12,310,810	d 10.6	3,400	3,700	d 8.1
Total	88,602,760	85,601,040	3.5	555	539	3.0
	Passenger revenue			Passengers carried		
Atlantic and Gulf Coast	$ 4,953	$ 4,586	8.0	1,851	1,876	d 1.3
Great Lakes	878	827	6.2	695	723	d 3.9
Mississippi River and tributaries	5,067	4,165	21.6	811	722	12.3
Pacific Coast	2,973	2,350	26.5	289	289	0.1
Intercoastal	63	165	d 61.8	[1]	[1]	[1]
Total	$13,934	$12,093	15.2	3,646	3,610	1.0

d Decrease.

*Class A carriers are those having annual operating revenues of more than $500,000; class B carriers are those having annual operating revenues exceeding $100,000 but not more than $500,000.

[1]The Intercoastal group reported 92 passengers carried during the year 1974 compared with 268 during the same period of 1973.

6. Indexes of revenue per ton mile for class I railroads and intercity motor common carriers, consumer commodity prices and wholesale prices, selected years 1955-1973:

In 1967 the processing of the rail carload waybill sample index was suspended and the construction cost index discontinued. In lieu of the waybill sample index, an index of average revenue per ton mile is used to estimate price changes. This index, however, does not account for changes in traffic composition. (Commodity weights are fixed for the CPI and WPI and are revised periodically.)

The accompanying table shows that, in contrast to both the consumer and wholesale price index, revenue per ton mile for class I railroads sank to a low in 1966 after which it accelerated at a rate roughly comparable to the rise in consumer prices. The decline experienced in the early 1960's, reflecting both the last of certain high rated traffic and selective rate reductions to meet increasing intermodal competition, was reversed in 1967 by the first in a continuing series of general rate increases. In 1973, commodity prices increased more than revenue per ton mile in general. Over the period shown in the table, as consumer prices rose 52.6 percent and wholesale prices rose 53.4 percent, rail revenue per ton mile increased only 18.0 percent.

The index of revenue per ton mile for motor common carriers wavered between 1960 and 1966 (about 31 percent below the 1973 level), then patterned the upswing of the railroads from 1967 to 1973.

Revenue per ton mile is subject to limitations as a measure of rate level or trend. Rate scales usually decline significantly with length of haul and vary considerably between low and high rated commodities. Therefore, long term shifts in the characteristics of haul and traffic mix for railroads and motor carriers are certain to have a substantial effect on the average revenue per ton mile, necessitating some caution in its interpretation and use as a price indicator.

Comparison of BLS consumer commodity price and wholesale price indexes with indexes of ICC revenue per ton mile for class I railroads and class I intercity motor common carriers, selected years, 1955-1973
1967=100

Year	Consumer prices (Commodities)	Wholesale prices	Railroad revenue per ton mile[1]	Motor revenue per ton mile[2]
1955	85.1	87.8	108.0	87.2
1960	91.5	94.9	110.6	95.0
1965	95.7	96.6	99.8	97.2
1966	98.2	99.8	99.1	95.4
1967	100.0	100.0	100.0	100.0
1968	103.4	102.5	103.2	104.2
1969	108.4	106.5	106.1	106.6
1970	113.5	110.4	112.5	112.2
1971	117.4	113.9	125.6	118.2
1972	120.9	119.1	127.3	120.3
1973	129.9	134.7	127.4	125.5

[1]Class I railroads.
[2]Class I intercity motor common carriers.
Source: U.S. Department of Labor, Bureau of Labor Statistics, *Consumer Commodity Price Index* - U.S.: commodities, and *Wholesale Price Index;* all commodities, U.S. Department of Commerce, *Survey of Current Business.* Interstate Commerce Commission, *Transport Statistics in the United States.*

7. Revenue per ton mile of class I and class II motor carriers (common and contract), class I railroads, large pipelines, and class A and B water carriers, 1964-1973:

Revenue per ton mile for selected ICC regulated surface transportation modes is shown in the following tables. In 1967, class I railroads and class I motor common carriers reversed their declines and posted steady average revenue increases in each successive year. Between 1967 and 1973, average rail and motor common carrier revenue per ton mile has increased 27.4 and 25.5 percent, respectively.

Revenue per ton mile of class I motor contract carriers was erratic from 1964 to 1969 but remained higher than that of common carriers. From 1970 to 1973, however, contract carriers' average revenue was below that of common carriers. Oil pipelines showed a relatively steady decline in average ton mile revenue between 1964 and 1968. Their revenue per ton mile then increased through 1971, was unchanged in 1972, and increased in 1973. Class A and B water carriers received their lowest reported average revenue in 1967, but by 1973 were receiving 43.3 percent more per ton mile.

Class II motor common carriers reported irregular average revenue per ton mile between 1964 and 1967, their peak point, then experienced a dramatic drop in 1972 from 1971, a new low for the period shown in the table. The class II contract carriers have had a net gain of only 6.9 percent in average revenue since 1967, but the increase in 1972 over 1971 was 14.4 percent.

Revenue per ton mile of class I motor carriers, class I railroads, large pipelines, and class A and B water carriers, 1964-1973

- - -

Cents per ton mile

Year	Class I intercity motor carriers intercity service		Class I railroads	Pipeline (oil)	Class A and B water carriers
	Common	Contract			
1964	6.655	7.851	1.282	0.304	0.452
1965	6.457	7.663	1.266	0.279	0.441
1966	6.337	7.305	1.257	0.269	0.430
1967	6.645	7.355	1.269	0.259	0.381
1968	6.927	7.233	1.310	0.257	0.400
1969	7.081	7.354	1.347	0.266	0.410
1970	7.458	6.855	1.428	0.271	0.434
1971	7.853	7.200	1.594	0.285	0.468
1972	7.997	7.022	1.616	0.285	0.472
1973	8.341	6.683	1.617	0.291	0.546
			Index (1967=100)		
1964	100.2	106.7	101.0	117.4	118.6
1965	97.2	104.2	99.8	107.7	115.7
1966	95.4	99.3	99.1	103.9	112.9
1967	100.0	100.0	100.0	100.0	100.0
1968	104.2	98.3	103.2	99.2	105.0
1969	106.6	100.0	106.1	102.7	107.6
1970	112.2	93.2	112.5	104.6	113.9
1971	118.2	97.9	125.6	110.0	122.8
1972	120.3	95.5	127.3	110.0	123.9
1973	125.5	90.9	127.4	112.4	143.3

Source: *Transport Statistics in the United States* and later data.

Revenue per ton mile of class II motor carriers in intercity service,[1] 1964-1973

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Cents per ton mile

Year	Common	Contract	Index (1967=100) Common	Index (1967=100) Contract
1964	5.722	4.869	89.7	99.6
1965	5.611	4.642	88.0	94.9
1966	5.937	4.447	93.1	91.0
1967	6.379	4.889	100.0	100.0
1968	6.017	4.438	94.3	90.8
1969	6.081	4.479	95.3	91.6
1970	6.266	4.541	98.2	92.9
1971	6.234	4.569	97.7	93.5
1972	4.385	5.228	68.7	106.9
1973	NA	NA	NA	NA

NA Not available.

[1]From 1960 to 1968, class II motor carriers were those having average gross operating revenues (interstate and intrastate) between $200,000 and $1,000,000 annually; January 1, 1969, the class II minimum was changed to $300,000.

8. Average haul per ton by rail, motor, and pipeline, 1960-1973:

The average hauls per ton for the three groups of carriers subject to the Commission's jurisdiction for which such data are available are shown in the following table. Rail averages are shown both on a carrier basis and for the United States as a single system. Motor carrier data, which are limited to class I carriers reporting ton miles in intercity service, show common and contract carriers separately. Since all regulated pipelines and all line-haul railroads are reported for the period, changes in classification do not affect their figures. Gathering lines mileage for pipelines and switching and terminal mileage for rails are omitted.

In 1973 the average system rail haul reached an all time high of 531.03 miles, and individual carrier hauls (which reflect mergers) continued to lengthen and were 24.7 percent longer than in 1960.

The class I motor common carriers show a slight decrease, while contract carriers set record average hauls per ton in 1973. The 1973 figures represent an increase of 1.5 percent for common and 7.6 percent for contract carriers in comparison to their 1960 average haul.

The average haul of petroleum products by pipeline reached a record high of 395.59 miles in 1967 but fell to 340.27 miles in 1973, a slight decrease over the previous year. The average haul for crude oil peaked at 322.62 miles in 1966, then decreased to 301.00 miles by 1973.

Average haul per ton by rail, motor, and pipelines, 1960-1973[1]

Miles per ton

Year	All operating line-haul railroads		Class I motor carriers		Pipelines (oil)	
	U.S. as a system	Per carrier	Common	Contract	Crude	Products
1960	442.14	238.83	272	184	315.90	270.90
1961	452.00	244.56	267	147	320.36	266.19
1962	460.57	248.22	263	138	310.62	262.64
1963	463.97	250.77	267	142	314.12	261.00
1964	466.17	251.94	256	136	308.05	280.41
1965	477.15	257.40	259	144	319.88	334.81
1966	483.70	261.93	263	155	322.62	351.10
1967	485.21	262.49	256	143	310.66	395.59
1968	495.37	270.47	258	153	297.30	371.81
1969	496.82	272.77	261	159	297.29	365.97
1970	490.41	275.53	263	157	300.31	356.70
1971	506.83	283.99	277	173	301.02	346.55
1972	511.08	287.56	280	187	298.52	347.42
1973	531.03	297.86	276	198	301.00	340.27

[1]This table brings up to date the historical data published in Statement No. 6103, *Intercity Ton Miles, 1939-1959.*

Source: Statement No. 6103, and *Transport Statistics in the United States.*

9. Oil pipeline revenue and traffic, selected years, 1950-1974:

Oil pipeline companies subject to the jurisdiction of the Interstate Commerce Commission reported an increase in revenue, but a slight decrease occurred in traffic for 1974. As shown in the following table, large oil pipeline transportation revenue increased 7.7 percent over 1973. The number of barrels of oil originated and received from connections decreased 0.7 percent. Barrels of oil transported increased 59.2 percent between 1965 and 1974, and revenues grew 72.8 percent. The average revenue per barrel in 1965 was 14.91 cents. By 1968 it had fallen to 13.73 cents, then increased from 14.93 to 16.19 cents between 1973 and 1974.

Number of carriers, transportation revenue and traffic, large oil pipelines,[1] selected years, 1950-1974

Millions

Year	Number of carriers	Transportation revenue	Number of barrels of oil originated on line and received from connections
1950	52	$ 408.6	2,672.8
1955	69	623.4	3,994.7
1960	72	718.8	4,753.2
1965	76	870.7	5,838.9
1966	76	911.9	6,215.3
1967	84	967.1	6,734.5
1968	85	996.6	7,258.5
1969	92	1,077.4	7,654.9
1970	92	1,157.5	8,079.0
1971	88	1,210.1	8,299.0
1972	89	1,290.7	8,787.0
1973	91	1,396.7	9,356.5
1974p	91	1,504.9	9,295.2

p Preliminary.

[1]Based on quarterly reports of oil pipelines having revenues of more than $500,000 per annum. Reports of individual pipeline companies are published in Bureau of Accounts Statement No. 600 (QPS).

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